

Memorandum

Technical Committee Item 6

TO: TPB Technical Committee

FROM: Cambridge Systematics
KT Analytics

DATE: December 31, 2003

RE: Progress Report on TPB Study of Near-Term (Six Year) Regional Transportation Capital Revenues and Funding Needs

The progress and initial results of this study are described in this memorandum. The attached tables present and summarize the complete draft capital funding needs estimates and are intended to be reviewed by the TPB and staff prior to being finalized. All tables present and summarize the total funded and unfunded capital needs over the six-year period 2005 to 2010.

I. Progress on Compilation of Capital Funding Needs and the Unfunded Portion of Needs

The capital funding needs have been estimated in close consultation with the state, regional, and local transportation agencies. While the needs estimates reflect the unique circumstances of each agency, the needs estimates include only capital program needs that the agency determines it could and would implement in the next six years if sufficient resources were available. (Wish lists are not included.) Revenues and needs data were compiled in the categories that each agency uses, and summarized for two major categories: highways and transit. Steps taken and remaining actions needed are discussed below.

Summary

The first table attached shows the summary of capital needs, revenues, and the shortfall for the region, summarized for highways and transit. The total shortfall is over \$13 billion for the six year period, or an average of about \$2.2 billion per year.

WMATA

WMATA has six-year needs which have been identified in detail for its current Capital Improvement Program (CIP). WMATA has provided updated data for the six year needs estimates. The WMATA table includes all regional unfunded needs for infrastructure renewal and system access and capacity. Transit expansion project unfunded needs are included in the Suburban Maryland, District of Columbia, and Northern Virginia tables.

District of Columbia

As part of the process to update the 2003 CLRP, DDOT developed “unconstrained” estimates of year-by-year revenues and expenditures that identified capital funding needs and shortfalls from 2005 to 2010. DDOT has provided updated information about unmet needs and the consultant team has assisted in compiling the information into total needs for highways and transit. The attached table presents the District’s annual and total capital program funding needs, revenues, and shortfall broken out for highways and for transit. This table does not count the District’s share of WMATA’s unfunded capital needs for its Infrastructure Renewal Program (IRP) and System Access and Capacity Program (SAP).

Suburban Maryland

As a result of MDOT’s support of the Hellmann Commission, MDOT has an available estimate of six-year capital funding needs, revenues, and shortfalls for the entire state, and this information has been provided, along with estimates of the region’s percentage share of the needs. The attached table presents Suburban Maryland’s preliminary annual and total capital program funding shortfall broken out for highways and for transit. This table does not count Suburban Maryland’s share of WMATA’s unfunded IRP and SAP capital needs.

Northern Virginia

For transit funding needs in Northern Virginia, the consultant team had developed six-year needs for all of the transit providers in recent work done on behalf of the Virginia DRPT. In consultation with Virginia DRPT, these preliminary estimates were reviewed and revised by the local transit providers. For highways in Northern Virginia, VDOT has identified funding needs and the local agencies have identified additional highway needs. The attached table presents Northern Virginia’s preliminary total capital program funding shortfall broken out for highways and for transit. This table does not count Northern Virginia’s share of WMATA’s unfunded IRP and SAP capital needs.

II. Draft of Brochure

A brochure will be prepared to present the results of the study. The purpose of the brochure is to inform the public and elected officials that there is a critical shortage of funds in the next six years. The layout will be colorful and brief and similar in look to past TPB brochures.

**Metropolitan Washington Region's Near Term
Capital Funding Needs (millions \$)**

	TOTAL 2005-2010
HIGHWAYS	
<i>Needs</i>	\$14,774
<i>Revenues</i>	\$6,951
SHORTFALL	\$7,824
TRANSIT	
<i>Needs</i>	\$8,744
<i>Revenues</i>	\$3,213
SHORTFALL	\$5,532
SUMMARY	
<i>Highway Unfunded Capital Needs</i>	\$7,824
<i>Transit Unfunded Capital Needs</i>	\$5,532
TOTAL SHORTFALL	\$13,356

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Washington Metropolitan Area Transit Authority (WMATA) Near Term Capital Funding Needs (millions \$)

	2005	2006	2007	2008	2009	2010	TOTAL 2005-2010
Infrastructure Renewal Program (IRP)							
<i>IRP Needs</i>	\$360	\$429	\$441	\$461	\$463	\$465	\$2,619
<i>IRP Revenues</i>	\$285	\$332	\$339	\$325	\$325	\$325	\$1,931
IRP SHORTFALL	\$75	\$97	\$102	\$136	\$138	\$140	\$688
System Access and Capacity Program (SAP)							
<i>SAP Needs</i>	\$490	\$147	\$344	\$148	\$176	\$250	\$1,555
<i>SAP Revenues</i>	\$6	\$0	\$0	\$0	\$0	\$0	\$6
SAP SHORTFALL	\$484	\$147	\$344	\$148	\$176	\$250	\$1,549
SUMMARY							
<i>IRP Unfunded Needs</i>	\$75	\$97	\$102	\$136	\$138	\$140	\$688
<i>SAP Unfunded Needs</i>	\$484	\$147	\$344	\$148	\$176	\$250	\$1,549
TOTAL SHORTFALL	\$559	\$244	\$446	\$284	\$314	\$390	\$2,237

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District of Columbia Near Term Capital Funding Needs (millions \$)

	2005	2006	2007	2008	2009	2010	TOTAL 2005-2010
HIGHWAYS							
<i>Needs</i>	\$571	\$585	\$528	\$599	\$606	\$402	\$3,291
<i>Revenues</i>	\$149	\$155	\$160	\$166	\$171	\$176	\$977
SHORTFALL	\$422	\$430	\$368	\$433	\$435	\$226	\$2,314
TRANSIT							
<i>Needs</i>	\$127	\$127	\$127	\$127	\$127	\$127	\$762
<i>Revenues</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SHORTFALL	\$127	\$127	\$127	\$127	\$127	\$127	\$762
SUMMARY							
<i>Highway Unfunded Capital Needs</i>	\$422	\$430	\$368	\$433	\$435	\$226	\$2,314
<i>Transit Unfunded Capital Needs</i>	\$127	\$127	\$127	\$127	\$127	\$127	\$762
TOTAL SHORTFALL	\$549	\$557	\$495	\$560	\$562	\$353	\$3,076

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Suburban Maryland Near Term Capital Funding Needs (millions of \$)

	2005	2006	2007	2008	2009	2010	TOTAL 2005-2010
HIGHWAYS							
<i>Needs*</i>	\$707	\$897	\$963	\$1,108	\$1,278	\$1,216	\$6,168
<i>Revenues</i>	\$481	\$434	\$365	\$309	\$322	\$158	\$2,070
SHORTFALL*	\$226	\$463	\$598	\$798	\$956	\$1,057	\$4,098
LOCAL TRANSIT							
<i>Needs</i>	\$245	\$228	\$204	\$196	\$205	\$213	\$1,292
<i>Revenues</i>	\$220	\$170	\$141	\$124	\$128	\$132	\$914
SHORTFALL	\$25	\$58	\$63	\$72	\$78	\$82	\$377
SUMMARY							
<i>Highway Unfunded Capital Needs*</i>	\$226	\$463	\$598	\$798	\$956	\$1,057	\$4,098
<i>Transit Unfunded Capital Needs</i>	\$25	\$58	\$63	\$72	\$78	\$82	\$377
TOTAL SHORTFALL*	\$251	\$521	\$660	\$870	\$1,033	\$1,139	\$4,475

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* Includes a need of \$1.5 billion for the Intercounty Connector



Northern Virginia Near Term Capital Funding Needs (millions of \$)

	TOTAL 2005-2010
HIGHWAYS	
<i>Needs</i>	<i>\$5,315</i>
<i>Revenues</i>	<i>\$3,904</i>
SHORTFALL	\$1,411
LOCAL TRANSIT	
<i>Needs*</i>	<i>\$2,517</i>
<i>Revenues</i>	<i>\$361</i>
SHORTFALL*	\$2,156
SUMMARY	
<i>Highway Unfunded Capital Needs</i>	<i>\$1,411</i>
<i>Transit Unfunded Capital Needs*</i>	<i>\$2,156</i>
TOTAL SHORTFALL*	\$3,567

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* Includes a need of \$1.63 billion for Phase I of the Dulles Corrdor Rapid Transit Project, Phase II not included.

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